

The New York Times MID-WEEK PICTORIAL

VOLUME 1. NO. 37. PRICE TEN CENTS.

NEW YORK, THURSDAY, MAY 20, 1915.

Published every week by The New York Times Company, Times Square, New York. Subscription rate, \$1.25 for 3 months, \$5.00 per year.

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JAMES W. GERARD.

American Ambassador
to the German Empire.

ADVENTURES WITH GERMAN SUBMARINES

WEEKS before the destruction of the Lusitania the German press had been full of appeals to their submarines to revenge the loss of the U-29 and its popular commander, Weddigen, who, when in charge of the old U-9 last Fall, had sunk the British cruisers Cressy, Aboukir, and Hogue. Without any tangible facts on which to base the theory, it had been assumed that the "U-29, while in the discharge of her legitimate duties," had been made the victim of "the treachery and deceit of a British guerrilla ship" in a manner which called for "ruthless revenge."

Voicing this sentiment Rear Admiral Kalau von Hofe, in the Vossische Zeitung wrote:

"As we must now reckon definitely with the loss of the U-29, all probabilities indicate that she was sunk in circumstances which there is every reason to hide from the judgment of the public opinion of the entire world—circumstances the admission of which would bring about exactly the opposite from that which England so ardently desires—an increase of neutral imports into England under neutral flags."

Ex-Captain Persius, writing in the Hamburger Nachrichten, declared:

"The tragedy of the untimely death of the hero Weddigen is heightened by the belief that he was the victim of a gross crime. That is the suspicion which smirches England's navy with eternal disgrace, unless it is able to cleanse itself conclusively of the charge. Why, all of a sudden, is there no mention of the ship or men who finally rid Britain of this glorious terror of her fleet? The answer is that Weddigen was sent to his doom not in the way which the laws of war regard as honorable, but in consequence of the English Admiralty's illegal orders to merchant ships to fly neutral flags whenever desirable and turn themselves into submarine destroyers."

Passing over the point as to whether the Lusitania's human freight was slaughtered in a way "which the laws of war regard as honorable," it is interesting to produce the records of the destruction by "British guerrilla ships" of two German submarines, for it is quite possible that one of them may have been Weddigen's U-29.

Exploit of the Thordis

THE bare facts of how Captain John Bell of the collier Thordis sunk an unknown German submarine off Beachy Head on Feb. 28 and later received prizes and honors for the deed are more or less familiar; but certain points in the Captain's personal narrative are particularly interesting at this time. At the sight of the submarine approaching all hands had been called on deck to await what they believed was to be their certain death, unless indeed some might escape in the boats after the explosion. Captain Bell says in his report:

"The submarine then crossed our bows and took up a position about thirty or forty yards on the port beam. A few minutes after that I saw the wake of a torpedo on the starboard. All the crew saw it as well. It was like a long, feathery arrow. It was clear

that the submarine had fired at us and missed us through the lifting of the boat, and I said to myself, 'As she's sure to have another shot, I'd better try and ram her; it's about the only chance.'

"So I called out to the man at the wheel, 'Hard a' starboard!'

"A minute later—or it may have been two or three minutes, for you don't think much about time when you see a thing trying to sink you—we closed on the submarine. The bows of my ship and the periscope—which was all we could see—came nearer and nearer together, and I could have touched the periscope with my hand as we went over it if I had been on the deck.

"There were two distinct noises. One was like a slight crash, and then a scraping noise followed.

"We didn't see the periscope at all again, and some time after there was a quantity of oil on the water in the neighborhood we had left behind.

"There was no signal at all from the submarine during the encounter, and we saw no flag; nothing but the periscope and the wake of a traveling torpedo. It was all over in a few minutes."

Saved by a Fish Net

THE Alex Hastie, Skipper Williamson, a trawler hailing from North Shields, five days before the adventure of the Thordis, had encountered one of the enemy's submarines 105 miles off Longstone Light, Northumberland. The trawler was helpless, for she had just set her trawl, and there was no escape. The submarine, says the skipper, approached at a good speed to within 500 yards and then dove.

"The trawl net was on the bed of the sea, and was being drawn along in the usual manner by two warps, one over each side of the ship. These warps suddenly became taut, and twanged as the result of strain. We awaited the next stage of the adventure, not knowing what to expect.

"Then we saw the submarine come slowly to the surface on the other side of the boat. We saw about 150 feet of her dull-white bottom and her keel. There were no signs of periscope or superstructure. We watched it float about for twenty minutes. Then it slowly sank and a lot of oil came to the surface."

Guests of a Submarine

CAPTAIN MARTIN, whose ship, the Hartdale of West Hartlepool, was torpedoed in the week of March 13, had left Greenock for Alexandria with a cargo of coal and a crew of thirty-one hands. No untoward incident happened until they had reached the South Rock Lightship, between Cloughy and Ballywalter, County Down. He had just altered course to mid-channel, and had gone below to have a brief rest, as he had been on the bridge since he left Glasgow. He told his chief officer to inform

him if he saw any suspicious craft. He had only been in his cabin a few minutes when he was recalled on deck by the chief officer, who informed him that he had sighted a submarine on the starboard bow.

Mounting the bridge he saw the submarine on the surface of the water, about a cable length away. Some person on the war vessel shouted to him in perfect English to stop, adding:

"I will give you ten minutes to get into your boats. I am going to sink your ship."

"I paid no attention to this request," said Captain Martin, "but put my ship on a zig-zag course, because I thought if I could keep this up long enough I might be able to get away. The Captain of the submarine would not go ahead of us, because he was afraid I would run into him, and I would have done so if I could. He shouted to us three times to stop, but we took no notice of him. They then fired at us from a machine gun, but none of my crew were struck. I kept them running about for nearly an hour. The Captain of the submarine seemed to be very angry.

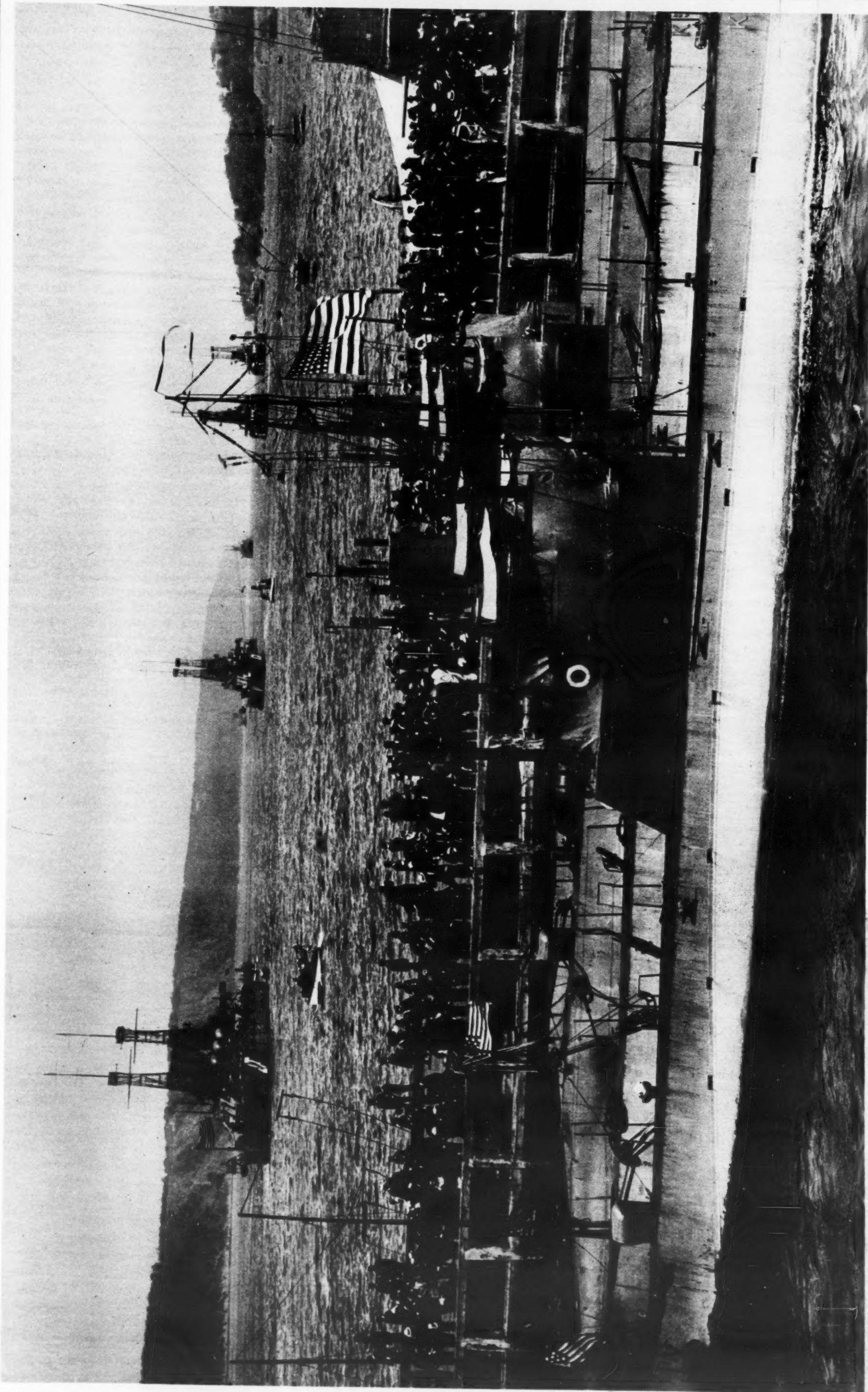
"After an hour's manoeuvring the submarine got aboardside and discharged a torpedo which struck us about a yard abaft of the engine room on the port side. It must have made a tremendous hole, but the coal helped to fill this up somewhat, and prevented the ship from sinking quickly. In fact, she kept afloat for about half an hour, and then tilted over suddenly, and sank very quietly.

"As soon as the torpedo struck us I told the crew they would have ample time to get away, and not to make any rush. I had had the lifeboats lowered after we left the Clyde. These were launched hurriedly, but the chief officer, the steward, one of the boys, and myself remained on board until the ship was awash, when we jumped overboard. The boy could not swim and neither could I, but we all had lifebelts on. I told the boy before we jumped into the sea I would try to keep him up. I was wearing heavy boots and these were a great handicap to me when I got into the water. I saw the boy after I jumped overboard, but unfortunately I could not get near him, and I am sure he is one of the two who are drowned.

Brandy and Coffee

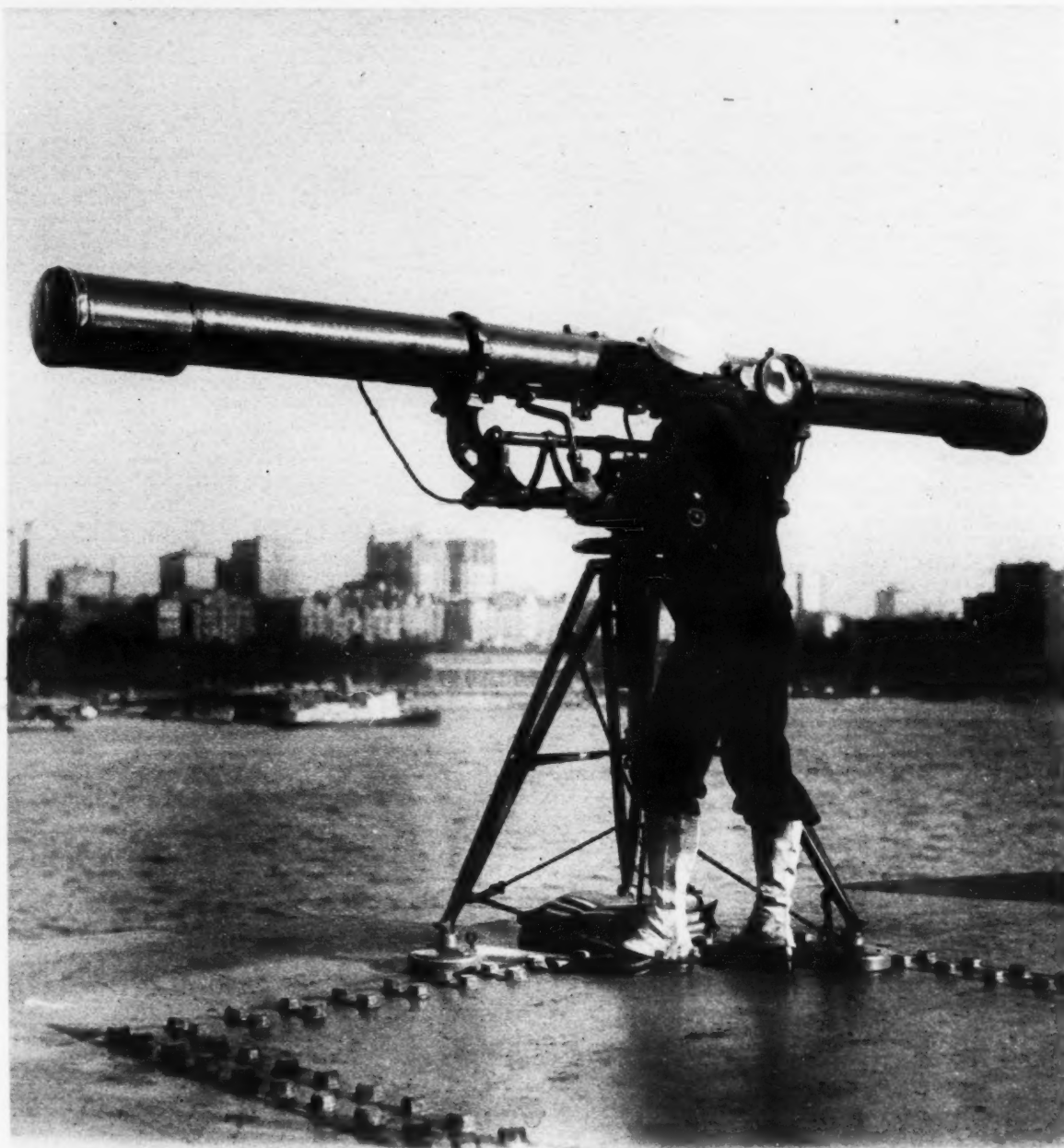
AFTER I had been in the water for half an hour I was hauled into the submarine, and the chief officer and the steward were also taken on board. The people on the submarine acted very kindly toward us. They gave us brandy and hot coffee. The Swedish steamer Heimdal shortly afterward arrived on the scene, and, finding she was a neutral ship, the Captain of the submarine had us transferred to her.

"Later we fell in with the boats containing the other members of my crew, and took them in tow until we arrived off Groomsport, when a motorboat belonging to Mr. Waterson came out and took us all to Bangor. The majority of the men were subsequently taken to Belfast and accommodated at the Sailors' Home until their departure for Glasgow."



Our Fleet in the Hudson, Showing Successively the Submarines, the Nebraska, the Georgia, the New Hampshire, the Louisiana, Etc.
(Photo by H. H. Russell.)

THE POTENTIALITIES OF THE AMERICAN FLEET



USING THE GIANT RANGE FINDER FOR THE GUNS ON THE WYOMING.

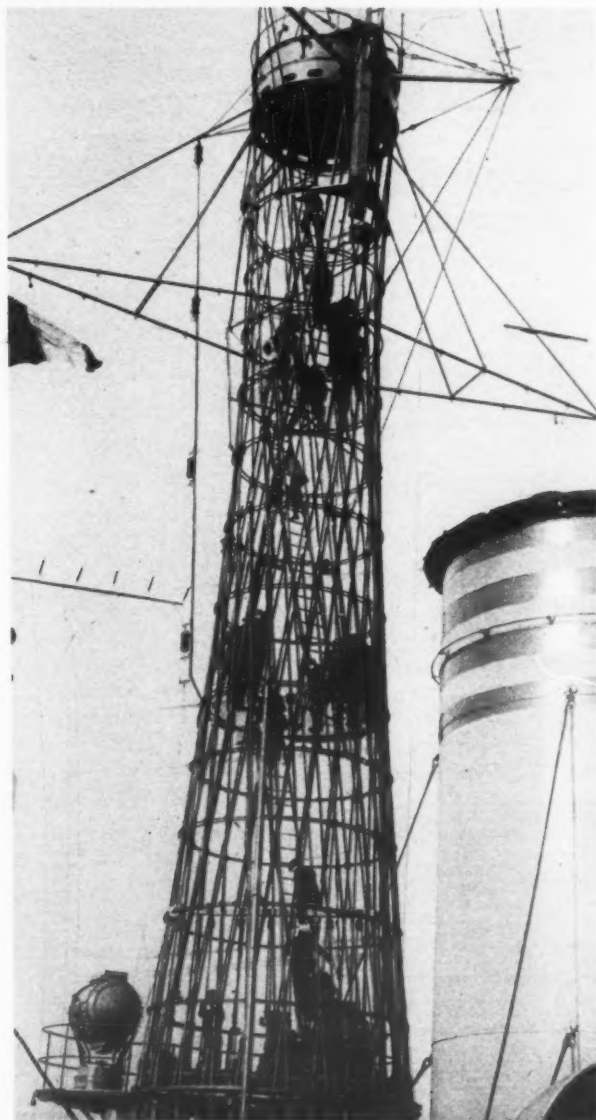
THE warships lying in the Hudson, the greatest naval show place in the world, represent a nation's fleet, which, although not quite so strong as at least two of those of the warring Powers of Europe is, nevertheless, more distinctive than all for its suggestive potentialities. It takes both persuasion and knowledge on the part of a republic's experts to impress the importance of any fighting machine, either naval or military, upon a decentralized Government like the United States, where there are so many elements to divert, counteract, or render nought expert opinion. These elements, whether political, economic, or religious, are always vociferous and they know well how to work along the lines of least resistance in the formation of public opinion. Only a crisis makes the expert heard with close attention, for in a crisis he is the ultimate appeal. Only then can he work with hands free.

The potentialities of the American fleet do not repose perhaps so much in hidden forces on board ready to make themselves seen and heard at the critical moment as in the inventive genius of the people at large which, in critical times, rescues the nation from the slough of despond into which it has been dragged by politicians and persons whose personal gentleness often labors to produce a national weakness.

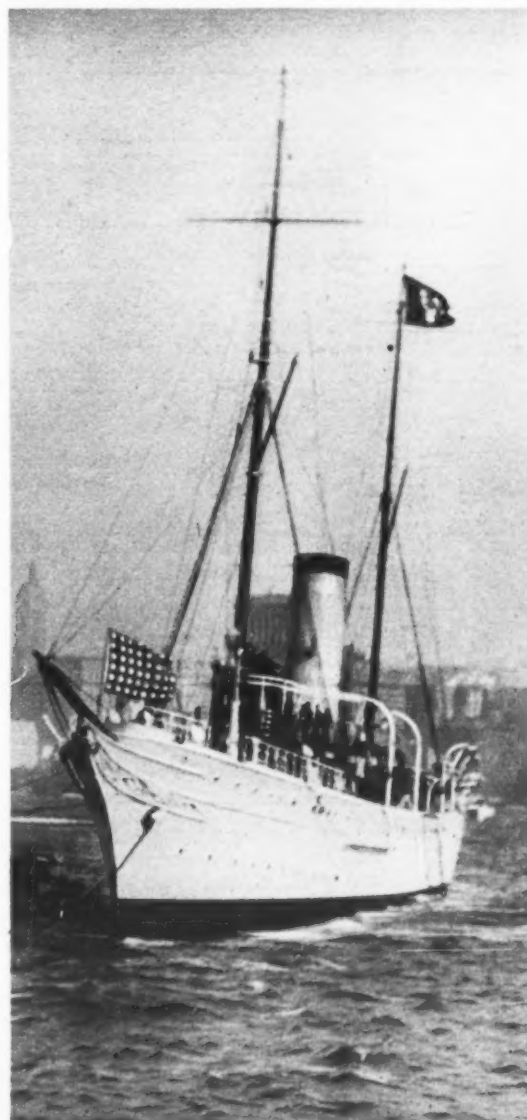
The experience of the past has proved the fertility of the American mind to contrive new things for new occasions, particularly in regard to the navy. In the war of 1812, there was only one ship, the Shannon, in the entire British service, which had sights on her guns and consequently could fight at long range. In this instance the sights had been provided by the captain at his personal expense because he had seen the work of American guns so fashioned. Later the American Navy utilized for her ships, when war threatened, steam as a motive force, first through side-wheels and then through the propeller. The "Long Tom," which a sailor and a blacksmith had invented for American privateers, was quickly developed, under sufficient pressure from abroad, into the pivot gun, with its long range, ahead or astern. Then came the rifled cannon which, with new sights, the invention of a Portsmouth, N. H., maker of nautical instruments, made an American ship the superior of any craft of her class in the world.



Admiral Fletcher, Commander-in-chief of the Atlantic Fleet.
(Photo © by International News Service.)



Sightseers Are Allowed to Climb the Fighting Masts.
(Photo © by Underwood & Underwood.)



The Mayflower, the President's Reviewing Yacht.
(Photos © by American Press Assn.)

THE POTENTIALITIES OF THE AMERICAN FLEET

Hydraulics and electricity were employed on American warships for the purpose of hoisting ammunition and directing fire long before they were thought of by the nations of Europe. While, as to armor plate and turret protection, the single combat of the Monitor revolutionized the navies of the world. The experience of the past has, therefore, given such convincing hostages to the future as to furnish the belief that they can be similarly revolutionized again under similar provocation and inspiration.

At the portals of the North German Lloyd Pavilion at the Paris Exposition in 1900, engraved there in large Gothic characters, was this legend: "Germany's future lies upon the waters." It is said that it was placed there at the suggestion of the Kaiser himself. At any rate its sentiment is the quintessence of his Majesty's aspirations. The new German navy was then being built. For two years German naval experts in citizen's dress, sometimes under the guise of tourists, sometimes under that of laborers, had visited the marine machine shops of the United States and had remembered what they saw and placed the results of their observations at the service of their Emperor, whose command had sent them on their journey.

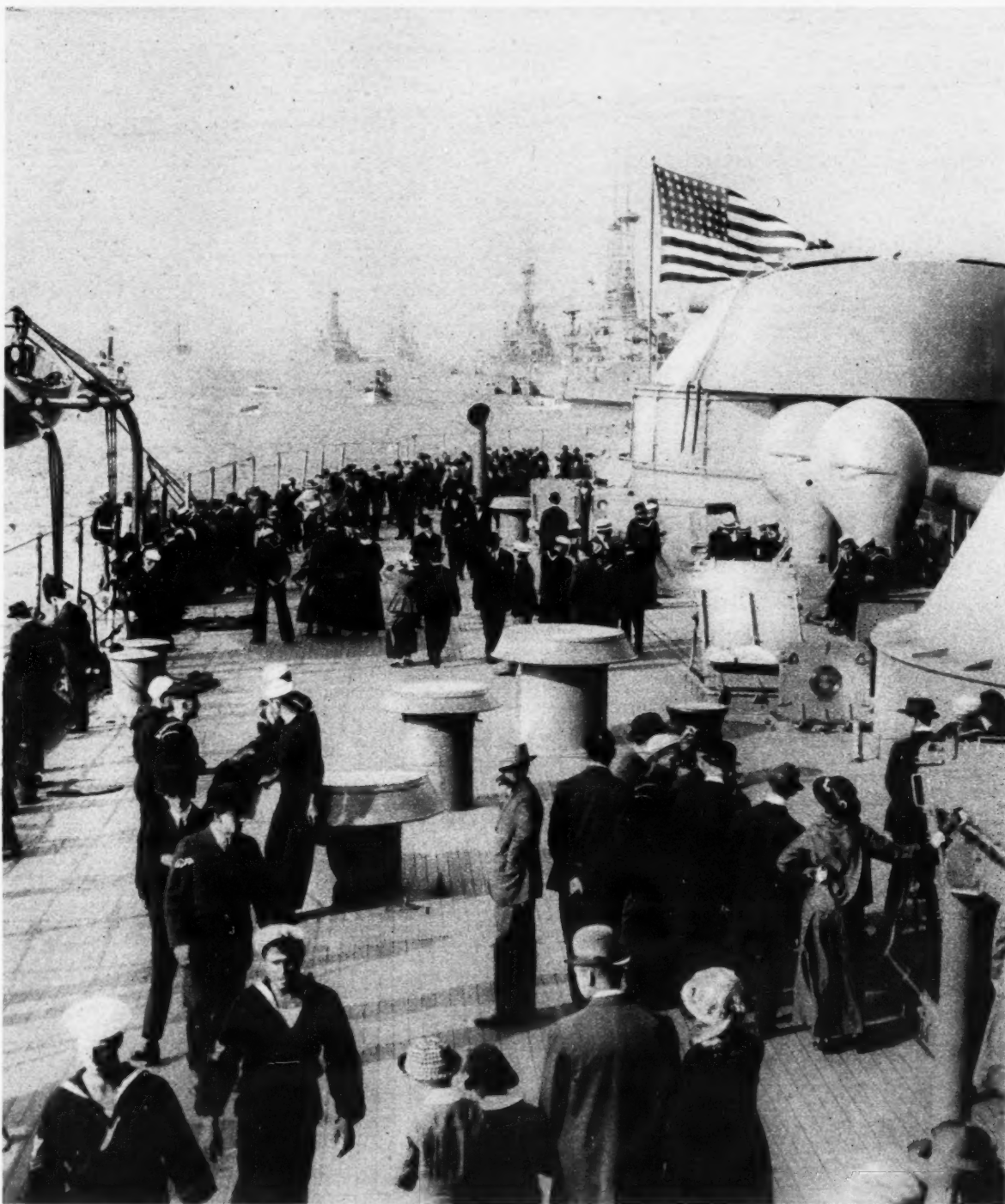
And the inspiration for this command? In the summer of 1888 an American ship of the White Squadron had paid a visit to Kiel and the Kaiser had been dined on board. It was midnight when the guests and their host issued forth on deck. All was quiet save for the chat of the watch at the quarters and the monotonous tread of the sentry without the cabin door.

"I suppose," said the Kaiser to his host, "that it would take half an hour or so to place your ship in fighting trim? We can do it in almost that time."

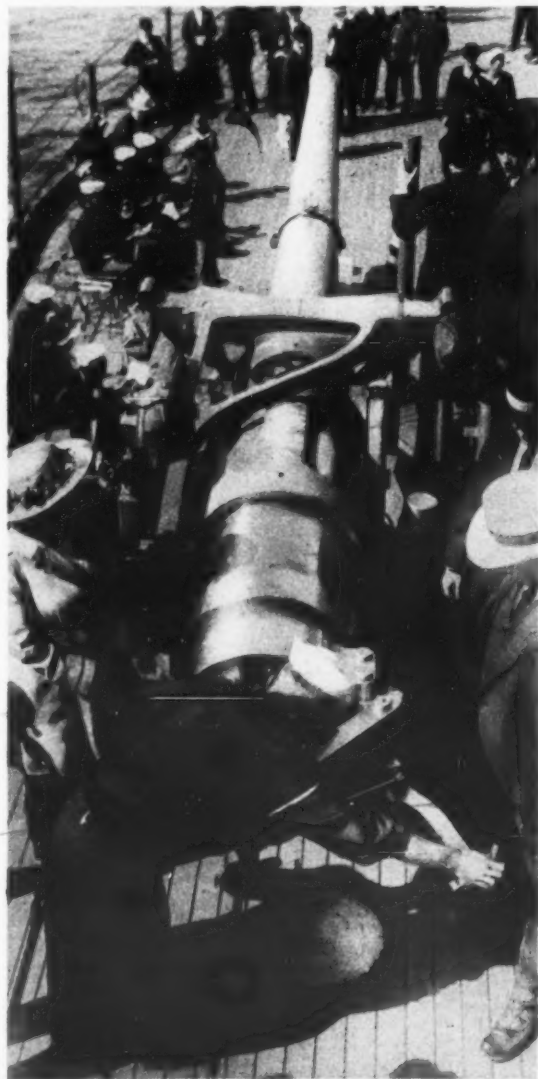
"Just three minutes, your Majesty," replied the American commander, as he pressed a button.

On the instant the lights went out. Curious noises emanated from the darkness—the steady tramp of men, the whirr of well-oiled machinery. When three minutes later a searchlight suddenly gleamed and then swept the deck the Kaiser saw for the first time in his life an American ship at quarters.

A few days later German experts were on their way to America at his command. That was twenty-seven years ago. In the meantime the American ship has not been anchored to the obsolete.

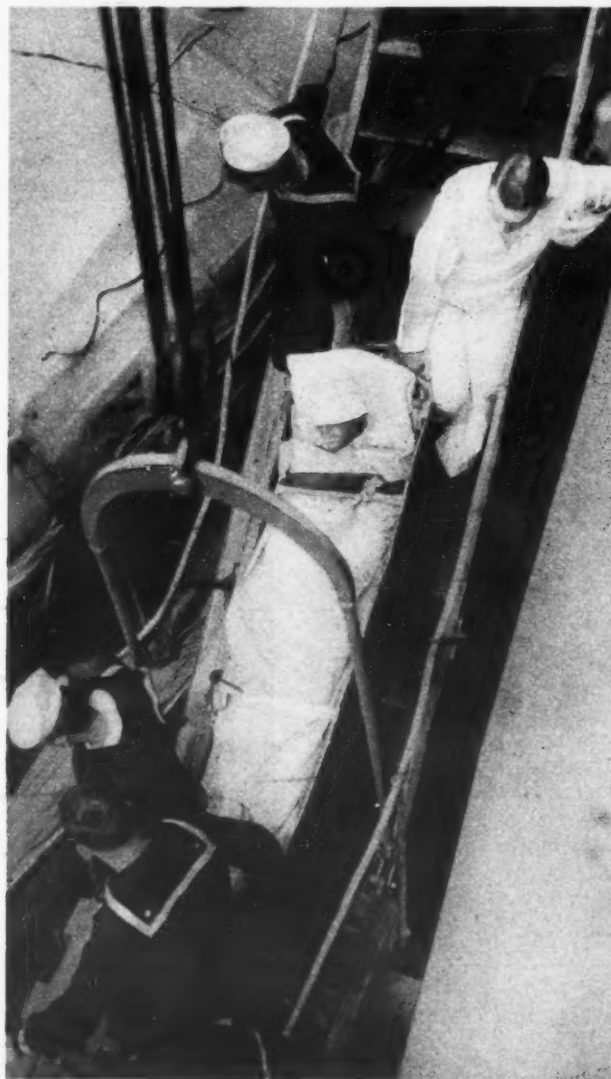


The Fleet in the Hudson Seen From the Deck of the New York, Showing Successively the Texas, Delaware, North Dakota, Michigan, &c.

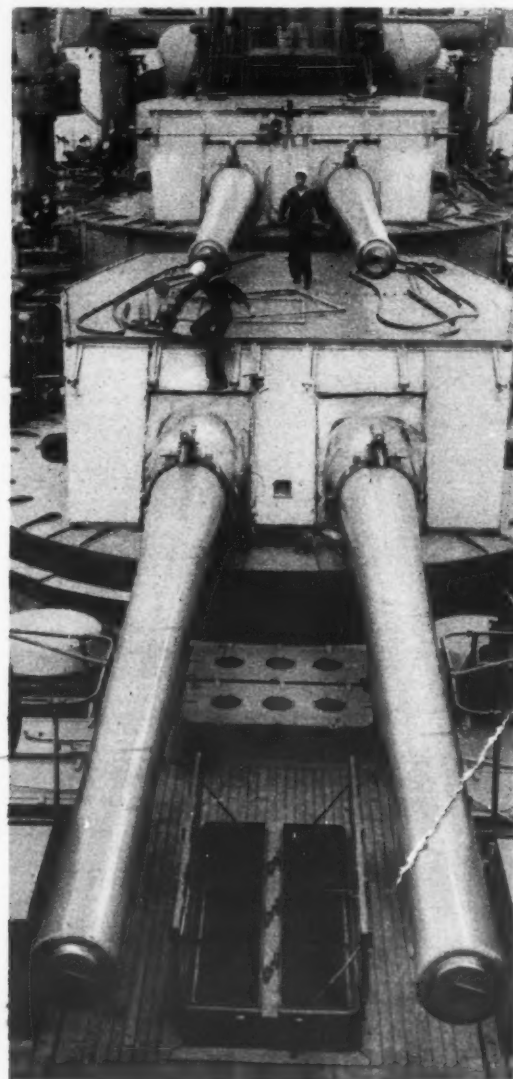


A Sailor Explains the Working of the Wyoming's 5-inch Guns.

(Photo © by American Press Assn.)



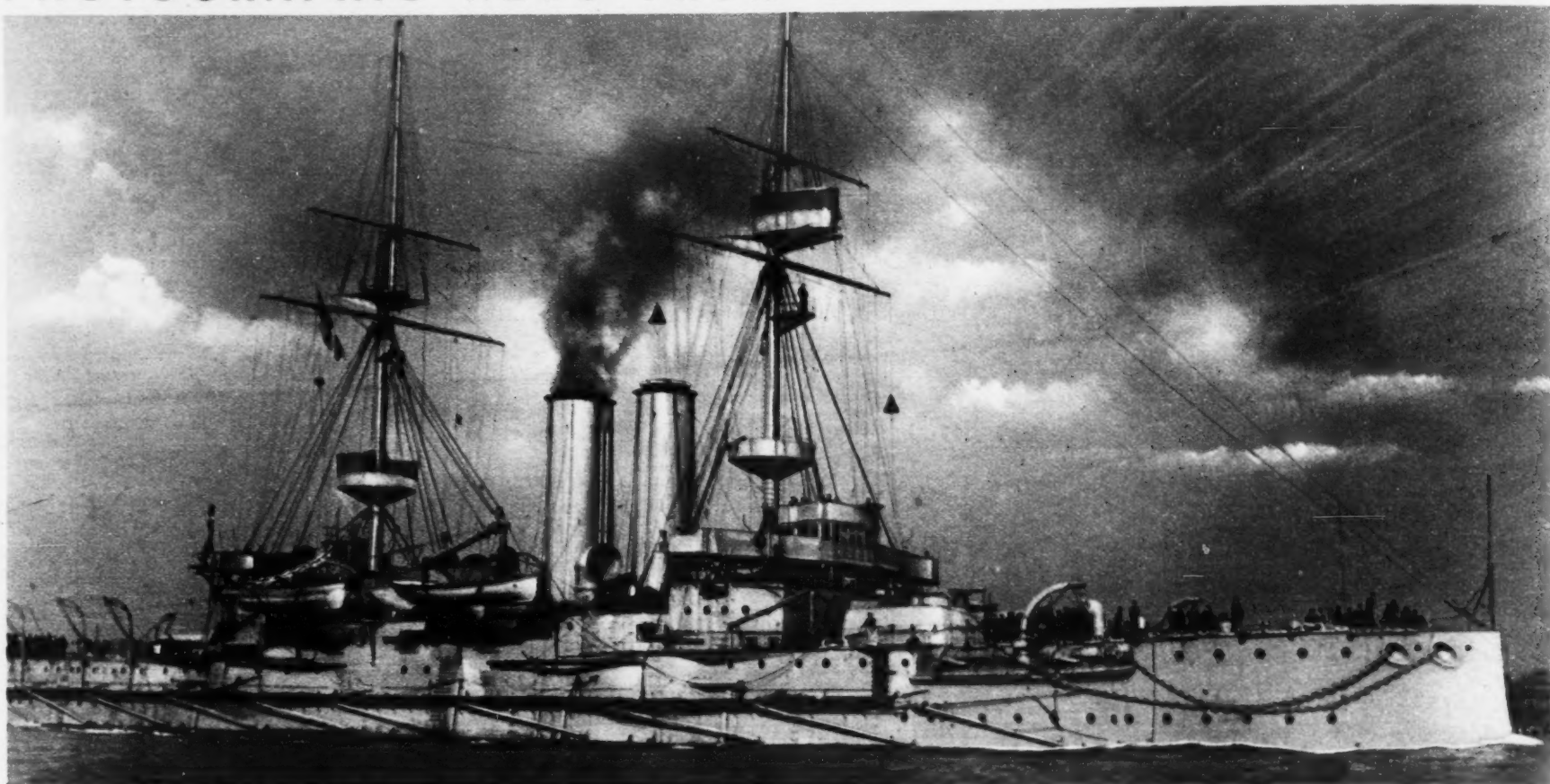
Removing Invalid Jackies from the Wyoming to the Fleet Hospital.



The Great 14-inch Guns on the New York in Their Revolving Turret.

(Photos © by Underwood & Underwood.)

PHOTOGRAPHIC NEWS FROM THE EUROPEAN CONFLICT



H. M. S. GOLIATH, TORPEDOED AND SUNK AT THE DARDANELLES WITH HEAVY LOSS OF LIFE.
(Photo from George Grantham Bain.)



WOUNDED TURKISH PRISONERS IN THE GROUNDS OF THE RED CRESCENT HOSPITAL AT CAIRO.
(Photo from Brown Brothers.)



A Commander Addressing Turkish
Troops in Joffa.
(Photo from Medem Photo Service.)



German Officers as Prisoners Interned in
the French Castle of Montfort.
(Photo from Underwood & Underwood.)

PHOTOGRAPHIC NEWS FROM THE EUROPEAN CONFLICT



NEW BELGIAN ARMY REVIEWED ON THE SAND DUNES. A BATTERY PASSING THE CYCLE CORPS.
(Photos from Medem Photo Service.)



BELGIAN CAVALRY AT THE RECENT REVIEW.
A Field Gun and Artillery Huts in the Foreground.

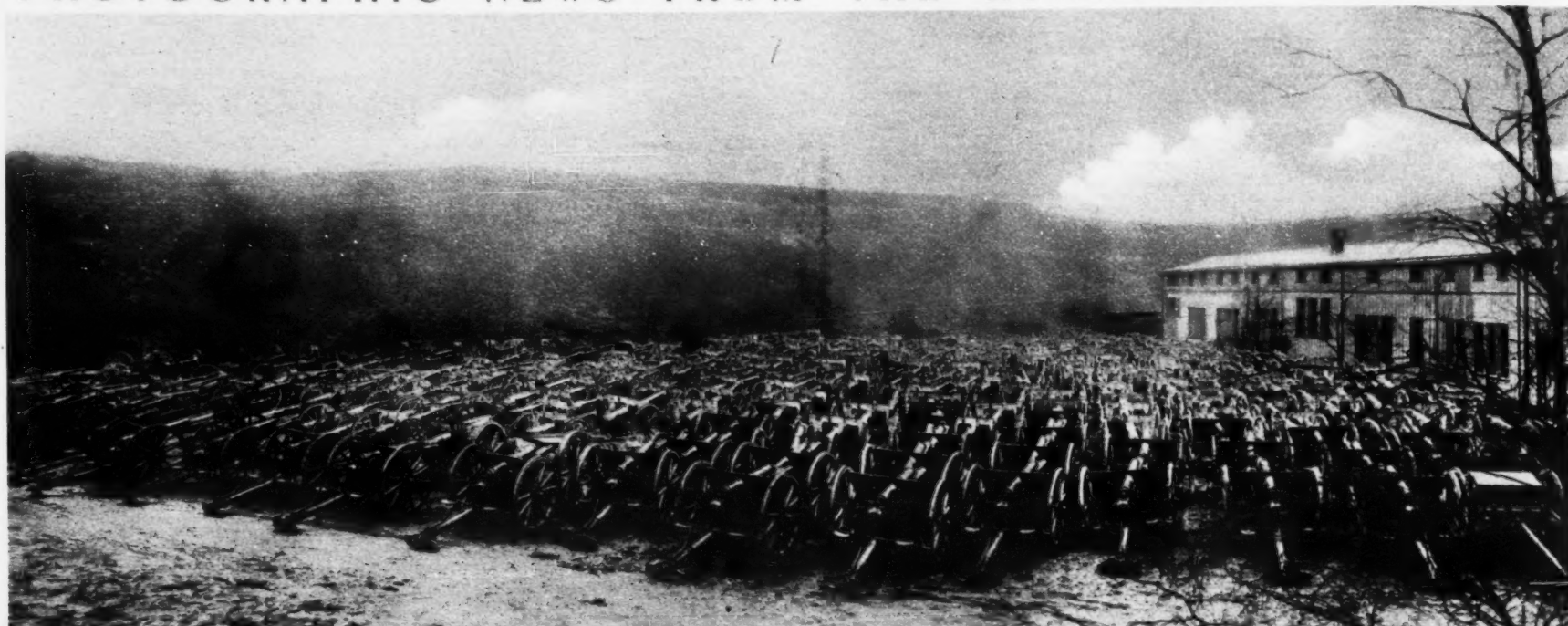


Sven Hedin (X), the Famous Scandinavian Journalist, as an Observer of the Austrian Operations in the Uszok Pass.
(Photo from Press Illustrating Co.)



A SCENE IN THE RUINED STREETS OF LILLE, FRANCE.
(Photo from Underwood & Underwood.)

PHOTOGRAPHIC NEWS FROM THE EUROPEAN CONFLICT



FOUR HUNDRED CAPTURED FRENCH AND ENGLISH GUNS ORIGINALLY MADE BY THE KRUPP WORKS IN ESSEN, GERMANY.

(Photos from Henry Ruschin.)

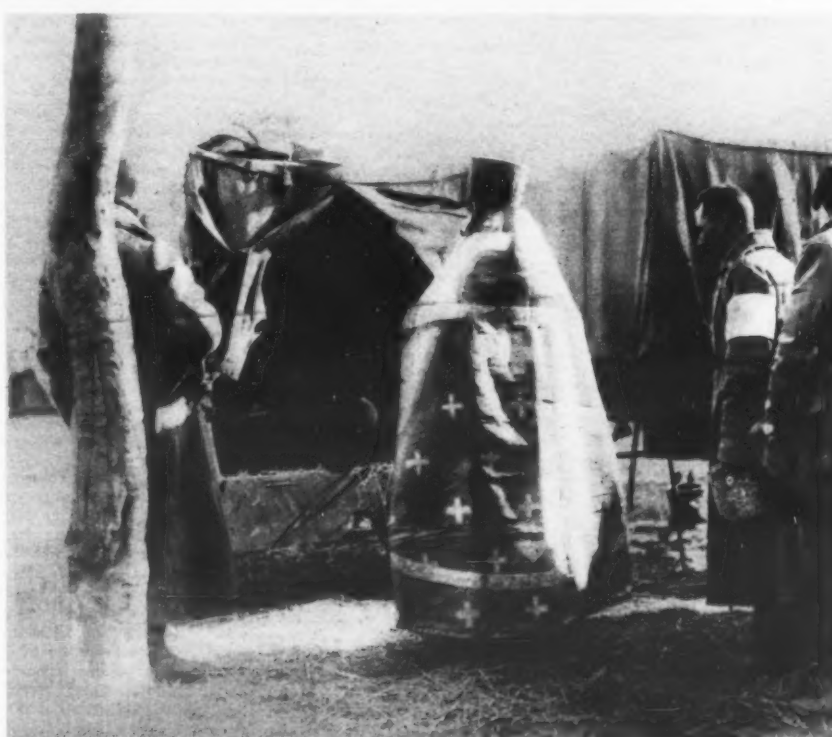


AUSTRIANS IN A BEAUTIFUL RUSSIAN CASTLE IN POLAND.

(Photo by die Landwacht, from F. von Pils.)



GERMANS INSPECTING A BRIDGE DESTROYED IN RUSSIAN POLAND.



Russian Wounded Brought From the Firing Line for a Priest's Blessing Before Being Sent to the Hospital Base.

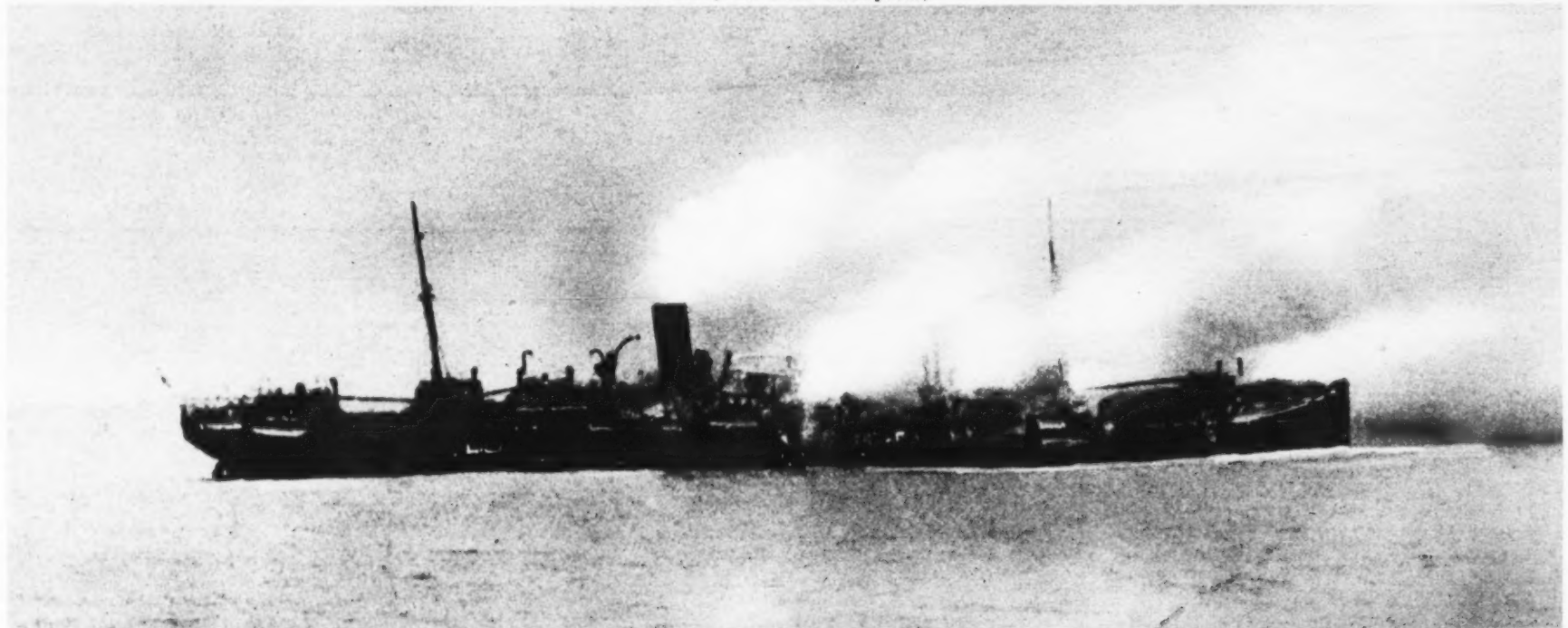
(Photo © by International News Service.)

PHOTOGRAPHIC NEWS FROM THE EUROPEAN CONFLICT



BEHIND THE BRITISH GUNS IN THE THICK OF THE HEAVIEST FIGHTING IN FLANDERS.

(Photo from Paul Thompson.)



German Cruiser Navarra Sinking Under the Fire of the British Vessel Orama, on February Eleventh.

(Photo from Underwood & Underwood.)



The Ruins of St. Georges, Near Nieuport, Where the Fiercest Battles of the West Have Raged.

(Photos © by International News Service.)



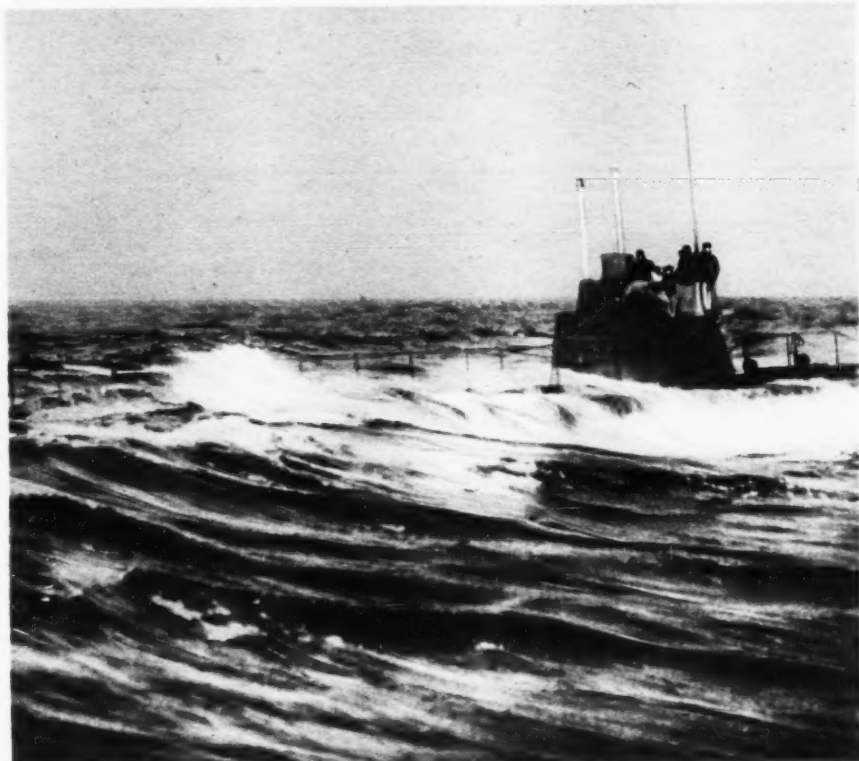
The German Destroyer A-2 at Antwerp. This Picture Raises the Question Whether She Violated Dutch Neutrality or Was Mounted at the Hoboken Yards.

THE DEVELOPMENT OF GERMANY'S UNDER-SEA TERRORS



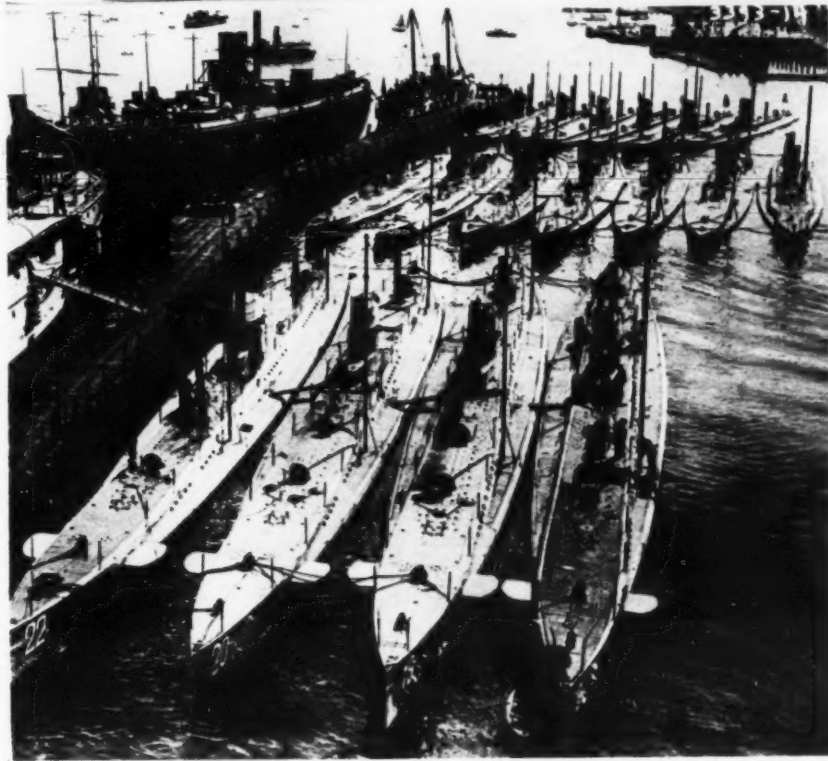
THE U-36, A SISTER SHIP OF THE U-39, WHICH TORPEDOED THE LUSITANIA.

(Photo © by International News Service.)



THE GERMAN SUBMARINE U-5, AT FULL SPEED PARTLY SUBMERGED.

(Photos from Henry Ruschin.)



A LARGE GROUP OF GERMAN SUBMARINES AT ANCHOR.

(Photo from George Grantham Bain.)



THE GERMAN FLEET AT KIEL.

The *Untersee Boote* Seems to Have Superseded It in Fulfilling the German Admiralty's Present Policy.

THE recent actions of German submarines, or *Untersee boote*, while incidentally illustrating a disregard of international law and covenant and the marine precedent of centuries, notably exemplify the developments that have taken place in this species of craft in the last nine months.

When the war began Germany had in commission 33 submarines identified by nine types and ranging from the U-1 completed in 1906 to the U-33 completed in June 1914. They had all been built at Krupps or at the Danzig yard, ranged from 200 tons to 800 tons submerged displacement, carried from 2 to 4 17-inch or 20-inch torpedo tubes, the largest and newest ones also being armed with 2 14-pound disappearing guns for shell fire and 2 1-pounders. Up to May 10, nine of these boats had been destroyed—possibly ten.

In August last 17 boats were building or had been designed. These consisted of the remaining boats of the U-31-39 type and eleven boats of the U-40-50 type. Of the latter little is known, except that while larger and of greater radius of action, often approaching 2,500 or 3,000 miles at 15 knots as against the U-1's radius of 700 miles at 10 knots an hour, their dimensions have been evolved along the same lines as the modern destroyer.

From observations made on board some of their recent intended victims their surface speed would appear to be about 17 knots which is considerably higher than that of the average cargo boat. The submarine which attacked the *Falaba* had even a higher speed. The *Aguila* when attacked was making 14 knots, but, according to the statements of survivors, her enemy, the

U-28, made 18 knots and at this speed fired shrapnel from her 14-pound disappearing guns. It was also observed that these boats were equipped with wireless apparatus and with three or more periscopes. Disregarding the possible presence of a supply ship or station away from their bases behind Heligoland or on the Belgian coast or towing, estimates of the radius of action of the type U-40-50, have placed it as high as 4,000 miles.

The 17-inch torpedo discharged from a submerged boat runs the first 6,000 yards at 20 knots, 2,500 yards at 28 knots, and 1,000 yards at 36 knots, and then gradually diminishes. The 20-inch torpedo used by the newest boats has, naturally a greater range and speed. Before the war no preparations had been made by the British Government to meet the contingency of submarine warfare carried on against cargo and passenger vessels.

THE LUSITANIA INCIDENT IN THE LIGHT OF HISTORY

YEARs before Germany's declaration of a War Zone around the British Isles, which practically created a blockade for the islands, and made the status of every ship, of whatever character and nation found therein, a vessel of war in the eyes of Germany, the principle of capturing an enemy's ship, either in territorial waters or on the high seas, in order to deprive that enemy of material and men, had been considerably weakened among civilized nations and even by Germany herself—to say nothing about sparing the lives of crews and passengers.

In 1865 Italy adopted a marine code by which the capture of mercantile vessels of a hostile nation by Italian vessels of war was actually forbidden in all cases where reciprocity was

observed, and a similar course was followed by Austria and Prussia in 1866. In 1870 Prussia exempted French vessels from capture without insisting on reciprocity.

But special reasons may be assigned for the departure from old methods in those instances, one important consideration being the comparative maritime weakness of the powers concerned.

In more recent times—1892—Count Caprivi, then Chancellor of the German Empire, pointed out that the changes which had come about in the methods of conducting a maritime war did not tend to favor the protection of private property at sea. He said, in substance, that not naval battles, but either invasion or the destruction of the enemy's commerce, would in future bring a war to an end. Invasion was often impracticable,

and thus the destruction of trade was the one and only method to attain the object of the belligerent power.

Through all these years, however—from the end of Elizabeth's reign at the beginning of the seventeenth century—although the enemy's vessels had been liable to capture, and the goods on board confiscated, destruction of them had been avoided whenever possible, and in no case on record had the lives of passengers and crew been wantonly sacrificed. Even in the Napoleonic wars the consequences of passengers being captured by the enemy have been related in their memoirs with more romance than tragedy. It has remained for Germany, by putting into active operation her War Zone Decree of Feb. 18, 1915, to turn back the clock of history and stupefy humanity by regarding all vessels as warships and all non-combatant mariners as foemen.



PRESIDENT WILSON and MAYOR BLANKENBURG of Philadelphia Before His First Speech After the Sinking of the Lusitania.

(Photo © by American Press Assn.)



LORD MERSEY, Appointed to Conduct the British Lusitania Inquiry.

(Photo from George Grantham Bain.)



The Latest Portrait of COUNT VON BERNSTORFF, the German Ambassador to the United States.

(Photo © by G. V. Buck, from Underwood & Underwood.)



DR. BERNHARD DERNBURG, the Spokesman of the German Propaganda in America.

(Photo by Campbell Studio.)

ITALY'S ARMY PREPARING FOR WAR WITH AUSTRIA



ITALIAN INFANTRY PRACTICING TRENCH CONSTRUCTION IN THE OUTSKIRTS OF ROME.

(Photo from Paul Thompson.)



GENERAL DI MAYO (X) AND GENERAL PERUCHETTE INSPECTING A MILITARY AVIATION BASE NEAR THE AUSTRIAN BORDER.

(Photos © by International News Service.)



A Cycle Corps on the March Near the Northern Frontier.



Camp Kitchen of a Bersaglieri Regiment at Recent Manouvres.

A PRIVATE WHO ROSE TO BE CHIEF OF THE GENERAL STAFF

WHEN the belated announcement was made in the London Gazette of March 25, that Lieut. Gen. Sir William Robertson had been appointed Chief of the General Staff of the British Expeditionary Force on the Continent, some of the London papers, thanks to the censor, welcomed it as a piece of news. As a matter of fact Sir William had occupied that position since the 25th of January.

This man has had a most varied and remarkable career as a soldier, which has probably not been equaled in a European army since the rapid promotions in the Republican and Imperial armies of France, just after the French Revolution. He was born in 1860, in Lincolnshire and enlisted as a trooper in the 16th Lancers at the age of seventeen. When viewed in the light of the careers of ten or a dozen commanders of the British Army of today, it will be found that his career, after he ceased to be a non-commissioned officer, is a sort of composite narrative of them all. In the last twenty-five years there have been few posts that he has not filled, few British battlefields on which he has not been engaged.

With the exception of Brig. Gen. C. P. W. Pirie, who came with the Indian Army; Major Gen. G. A. Cookson, the well-known cavalry instructor of the Indian Army; Lieut. Gen. Sir Herbert Belfield, who was Chief of Staff in South Africa during the Boer War; Brig. Gen. H. J. S. Landon, some time Inspector of the Military Schools of India; Major Gen. F. W. B. Landon, the War Office expert in Transport and Supply Service; and Major Gen. Percy H. N. Lake, who has served in both Canada and India as Chief of Staff besides seeing active service in the Afghan War of 1878-79 and later in the Suakin expedition, all are younger men.

But his juniors, like his seniors, have all enjoyed the preparatory training of the great English public schools and later at the military academies of which he had none, and entered the army as Lieutenants. There are five of these younger Generals who were born in the sixties whose careers have made them prominent in the present war, but nearly all of whose achievements may be checked off by the most conspicuous points in the service of Sir William Robertson.

There are Major Gen. Sir John S. Cowans, for example, who has served both in India and South Africa, and who is today a member of His Majesty's Council of the European War and Quartermaster General of Forces; another member of the Council, Major Gen. Sir Stanley Breton Von Donop, a great artillery expert and Master General of Ordnance; Brig. Gen. John Edward Capper, who, besides having seen service in India and South Africa, is a noted aerial engineer; Brig. Gen. G. F. Ellison, a member of the Reconstruction Committee of the War Office; and finally, Brig. Gen. Aylmer Hunter-Weston, who having had an active career in India and South Africa, as engineer and staff officer—the last under General French—was praised the other day by his old commander, now Field Marshal Sir John French, for having at Neuve Chapelle "handled in a skillful manner" three regiments which were on the point of retiring.

Robertson having served as a private and non-commissioned officer for five years was promoted to a second-lieutenancy in the 3d Dragoon Guards in 1882 and joined his regiment in India, where he took part in the picturesque cavalry concentration at Muridki Camp, near Lahore, in January 1889, at which the late Duke of Clarence, elder brother of King George, reviewed sixteen regiments of British and Indian cavalry. He took part in the first Miranzai expedition and penetrated the tangled mountain region west of Kohat in 1891, and was later mentioned in the dispatches of the relief of Chitral where he was severely wounded. Owing to his thoroughness in carrying out orders, as well as his facility with the various Indian dialects, he was repeatedly chosen for various duties at the Headquarters of the Indian Army, until in 1898 he successfully competed for entrance to the Staff College.

During the South African war he was first employed at the War Office and then in the field. Since 1902 he has held various staff posts at Army Headquarters, the most important being Commandant of the Staff College. In this capacity he was charged with the instruction of the future staff officers of the army, and on the outbreak of war with Germany he became Quartermaster General of the army in the field.



SIR WILLIAM ROBERTSON,
Chief of the General Staff of the British Expeditionary Force on the Continent.
(Photo from Rogers.)

BRITISH GENERALS WHO ARE IN THE THICK OF THE FIGHTING



BRIGADIER GENERAL
C. P. W. PIRIE
of the Indian Army.



MAJOR GENERAL
F. W. B. LANDON,
In the Transport and Supply Service.



BRIGADIER GENERAL
H. J. S. LANDON, Formerly Inspector
of the Indian Military Schools.



MAJOR GENERAL G. A. COOKSON,
From the Indian Cavalry.
(Photos from Rogers.)



LIEUTENANT GENERAL
SIR HERBERT BELFIELD,
Who Was Chief of Staff in the Boer War

BRITISH GENERALS WHO ARE IN THE THICK OF THE FIGHTING



MAJOR GENERAL SIR
STANLEY BRETON von DONOP,
Master General of Ordnance.



BRIG. GENERAL ELLISON,
Member of the Recon-
struction Committee.



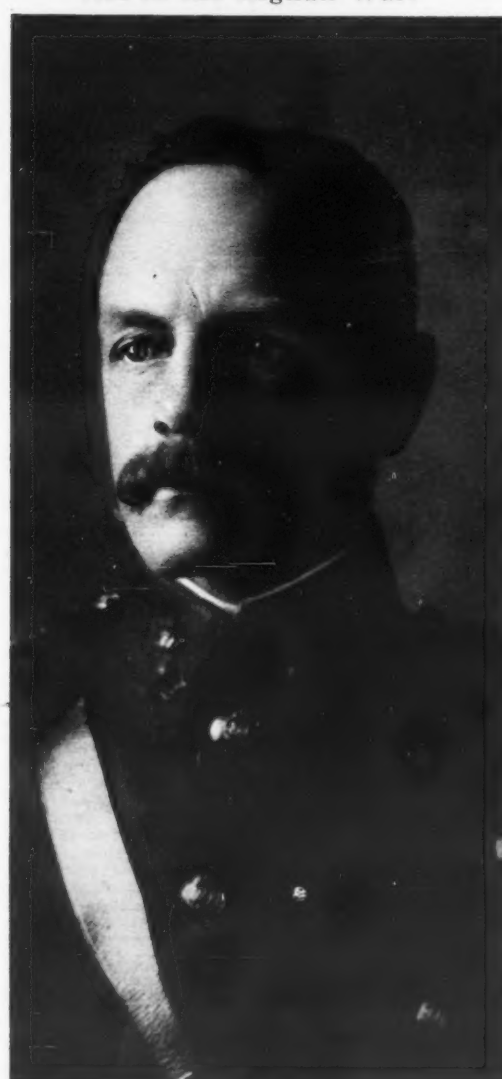
MAJOR GENERAL PERCY H. N.
LAKE, Who Saw Active Ser-
vice in the Afghan War.



MAJOR GENERAL
SIR JOHN S. COWANS,
Quartermaster General of Forces.



Brig.-Gen. AYLMER HUNTER-WESTON,
Praised by Field Marshal French for His
Work at Neuve Chapelle.
(Photos from Rogers.)



BRIGADIER GENERAL
JOHN EDWARD CAPPER,
A Noted Aerial Engineer.

HOW AMERICA'S TRADE BALANCE HAS BEEN MAINTAINED

THE loss of the valuable American cargo on board the Lusitania—over \$700,000 worth of commodities—emphasizes the growing of the trade balance of the United States since the war began. On Jan. 1 it had reached the rate of over \$1,000,000,000 a year, and this with but little more than 50 per cent. of the chief staple, cotton, going abroad.

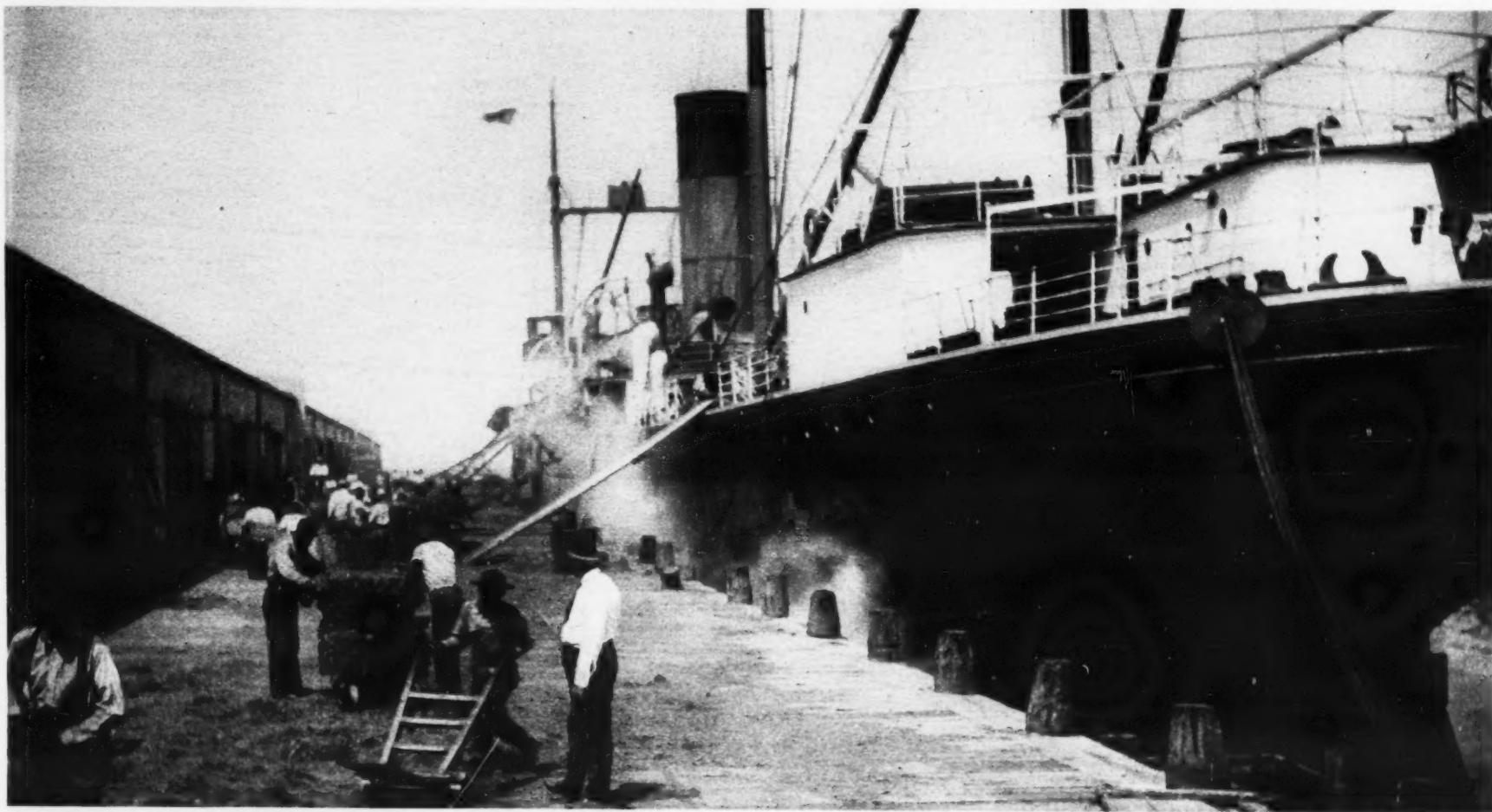
There has always been an element, in the commercial and financial transactions between Europe and America, which has measurably cut down the official figures of American exports. This has been the immense amount of money spent by American tourists abroad. The absence of this "unseen balance" in the last nine odd months has partly been made up by the money contributed

to various funds, such as the Red Cross. But very little of this money has actually left the country as it was needed here to discharge the enormous purchases made by those nations at war—that is, those nations which had any expectation that the goods purchased would be delivered.

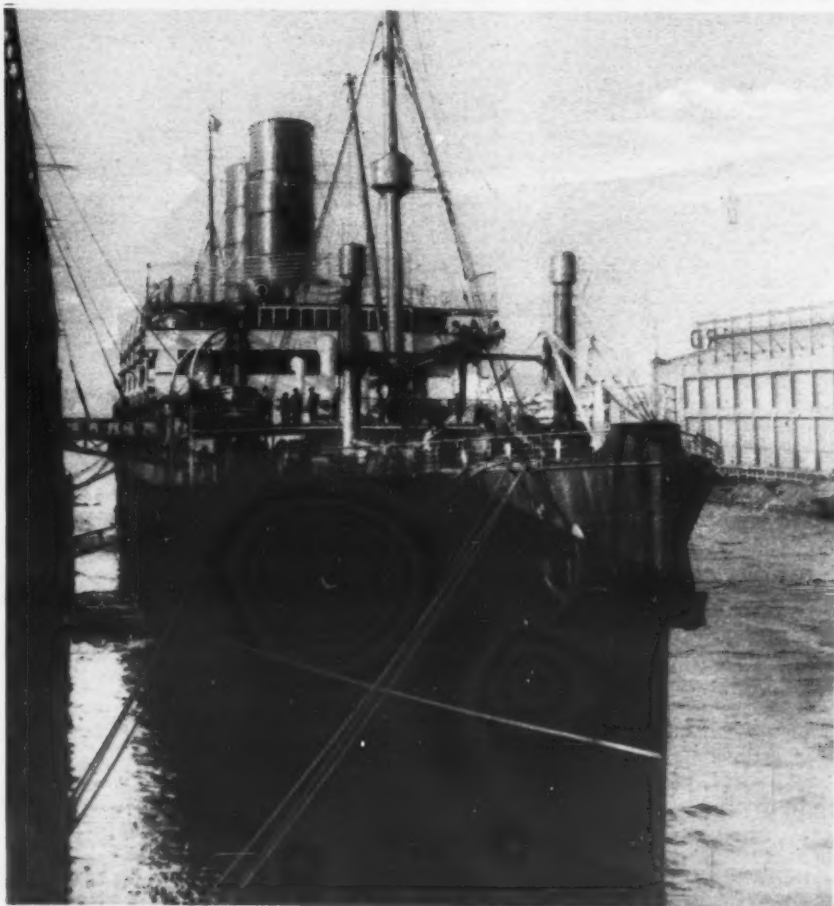
At the end of the first fiscal quarter of the present year returns showed that for thirteen districts through which 90 per cent. of the imports and 87 per cent. of the exports pass, the total weekly average of imports had been \$19,250,000, while the weekly average for exports had grown from \$38,660,000, what it was in the last week in December, 1914, to nearly \$45,000,000, making a balance in favor of the United States for the first quarter of nearly \$325,000,000, or at the rate of nearly \$1,300,000,000 a year.

Some surprise has been expressed by certain persons, that after the German declaration of the war zone around the British Isles, on Feb. 18, and particularly after the loss of the American ships Evelyn, Carib, and Gulfight, there has been an increase in American exports which would have been still greater had there been more ships belonging to neutrals or to the belligerent powers with the exception of Germany, Austria, and Turkey. Even after the destruction of the Lusitania no sailings were countermanded.

The explanation is simple: Europe needs the goods, and as long as there are ships to carry them, men willing to man them, and an insurance that will still guarantee a fair percentage of total loss, they will continue to go there.

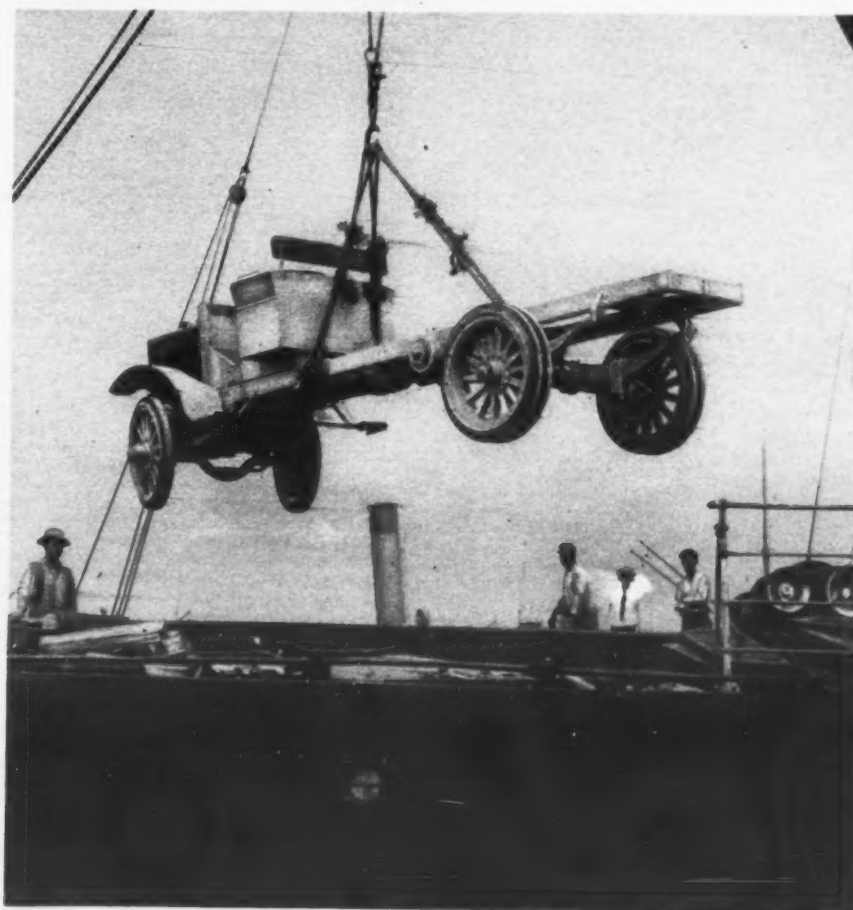


A BUSY SCENE ON THE GALVESTON DOCKS; LOADING A STEAMER WITH AMERICAN STAPLES FOR EUROPE.



The Transylvania Just Before Leaving Her Dock for Liverpool After News of the Sinking of the Lusitania had Reached New York.

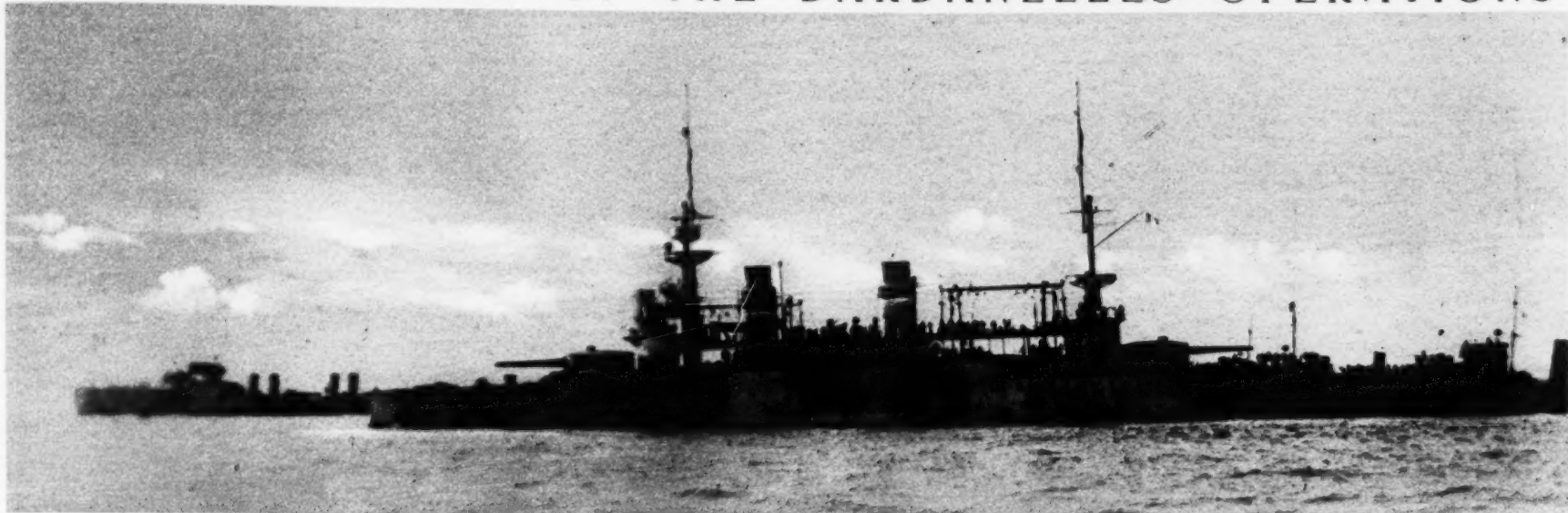
(Photo © by American Press Ass'n.)



Shipping American Automobiles for Europe Aboard a British Vessel at Galveston, Texas.

(Photos from Medem Photo Service.)

LATEST GLIMPSES OF THE DARDANELLES OPERATIONS



A FRENCH WARSHIP SETTLING FORWARD AFTER STRIKING A MINE IN THE DARDANELLES.
(Photos © by International News Service.)



The Gallipoli Peninsula From the Sea Where the Allies Landed Under Cover by the Fleet.
(Photo from Paul Thompson.)



TURKISH CAVALRY PATROLLING THE SHORE AT CHANAK KALE.



A Camp at Tenedos Where Two Turkish Aeroplanes Were Obligated to Land
After Being Damaged by the Fire of the Allies' Fleet.
(Photo © by American Press Assn.)

AUSTRIA USING HER LAST RESERVES TO DRIVE BACK THE RUSSIANS



FRESH AUSTRIAN TRENCHES IN A COMMANDING MOUNTAIN POSITION.

(Photo © by International News Service.)



ON THE LINE OF AN AUSTRIAN ADVANCE TOWARD RIGA.

(Photo © by Die Landwacht from F. von Pilla)



A Goulash Kitchen at a Camp in the Carpathians.

(Photo from Press Illustrating Co.)

IF not a material then, at least, a moral aid to the advance of the Austrian army in West Galicia in the second week in May has been a reorganization of the reserve. Toward the last of April it was provided that the obligation to *Landsturm* service should begin at the age of 18 instead of 19, and end at 50 instead of 42, and that the men between the age of 38 and 42 should be included in the first ban of the *Landsturm*. Over and above this, the men between 42 and 50, who are to constitute the second ban of the *Landsturm*, can be employed on active service "in quite exceptional cases."

Evidently the crisis on the Carpathians was an exceptional case. The official explanation of these new measures forms an interesting document. It reads:

"The war which has been forced upon us, and has been raging for months past almost without interruption, and on a front unprecedented in extent, against enemies superior in number of population, requires, if it is to be continued with undiminished strength, the continual provision of fresh reinforcements for the standing army in the field.

"This is necessary on the one hand in order to make good the losses that are suffered, and on the other hand in order to strengthen the army in such a degree that there may in the near future, as far as possible, be found an equivalent for the numerical superiority which hitherto has been so very evident in the ranks of our enemies.

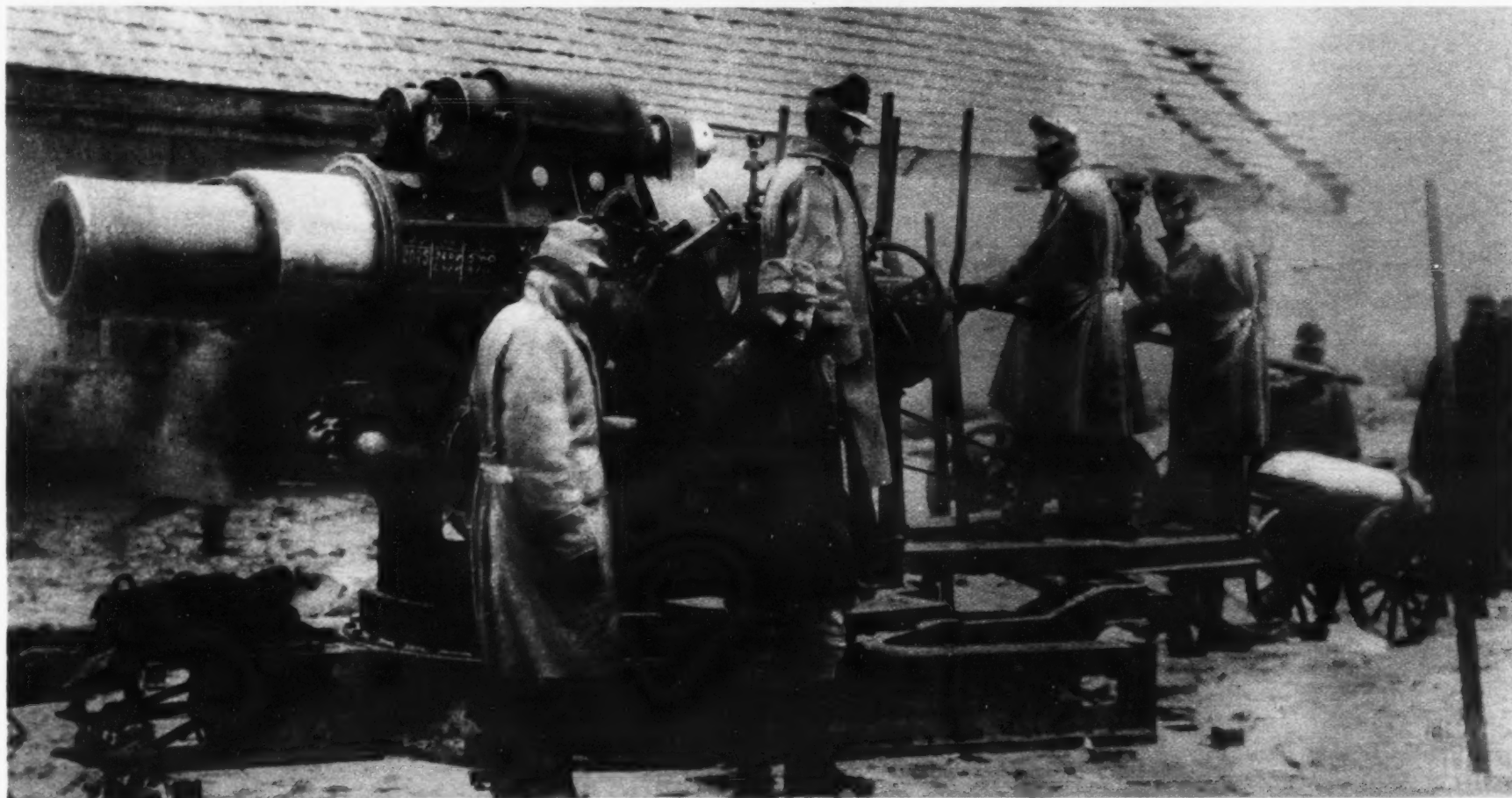
"We are therefore—and about this nobody can be in doubt—compelled in this gigantic struggle to stake all our forces in order, if necessary even for still a long time to come, to be able to continue the war until the final success. Happily this conviction has rooted itself firmly among all the peoples of the Monarchy, who, without hesitation, have hastened to the Colors, and are performing almost super-human service in battles unparalleled in history.

"They have won thereby the admiration and respect of the whole world. In order, however, that the success of the great efforts already made may not be rendered doubtful, it is necessary to make permanent provision for further reinforcements. Security for this can be provided only by calling up all available resources for the necessary reinforcement of the army and the *Landwehr*.

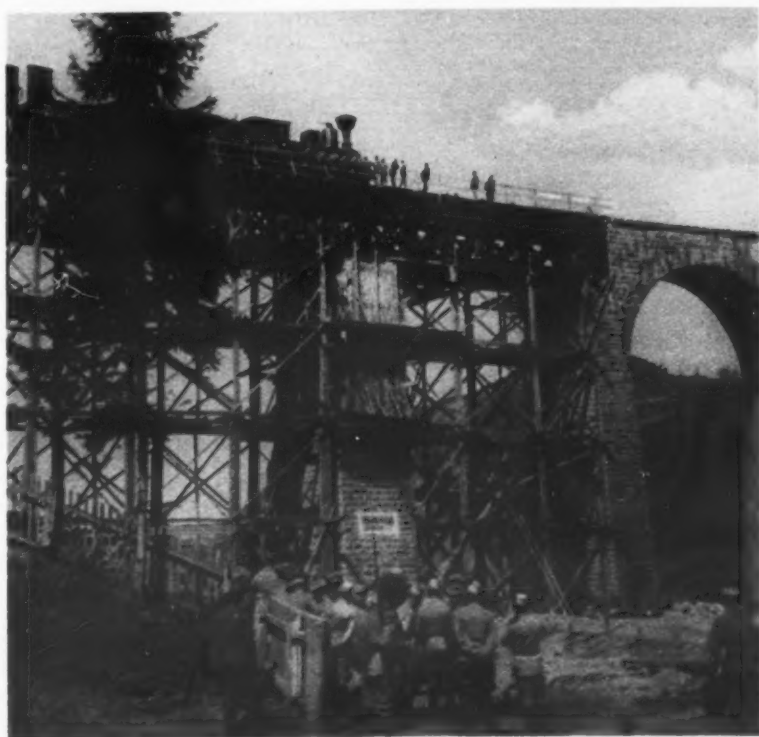
AUSTRIA USING HER LAST RESERVES TO DRIVE BACK THE RUSSIANS



A HEAVY FIELD BATTERY IN AN AUSTRIAN POSITION IN THE CARPATHIANS.
(Photos from Press Illustrating Co.)



OPERATING ONE OF THE GREAT 30.5CM. SKODA GUNS IN THE EAST.
(Photo from Paul Thompson.)



Bridge in the Uzsok Pass Blown Up by Retreating Russians and Repaired by the Austrians.



AN UNEXPLODED AUSTRIAN SHELL
15 1/2 INCHES IN DIAMETER.
(Photo from Medem Photo Service.)

CHINESE DOCILITY VS. JAPANESE ENTERPRISE



YUAN SHIH-KAI (Seated), the President of China, Who Averted War by Accepting Japan's Modified Demands.

(Photo © by Brown Bros.)

If, after the capture of Kiao-Chau from the Germans, the Japanese Government had been invited to send troops to aid the Entente Powers in Europe, it is doubtful whether Japan would have formulated and pressed the series of claims upon the Chinese Government which have virtually placed the young republic of the Far East under the tutelage of Tokio. In that case, however, Japan would have had to be admitted to full standing among the members of the great post-bellum European Congress and have received full compensation for her services rendered England, France and Russia for sweeping the Germans from the Orient.

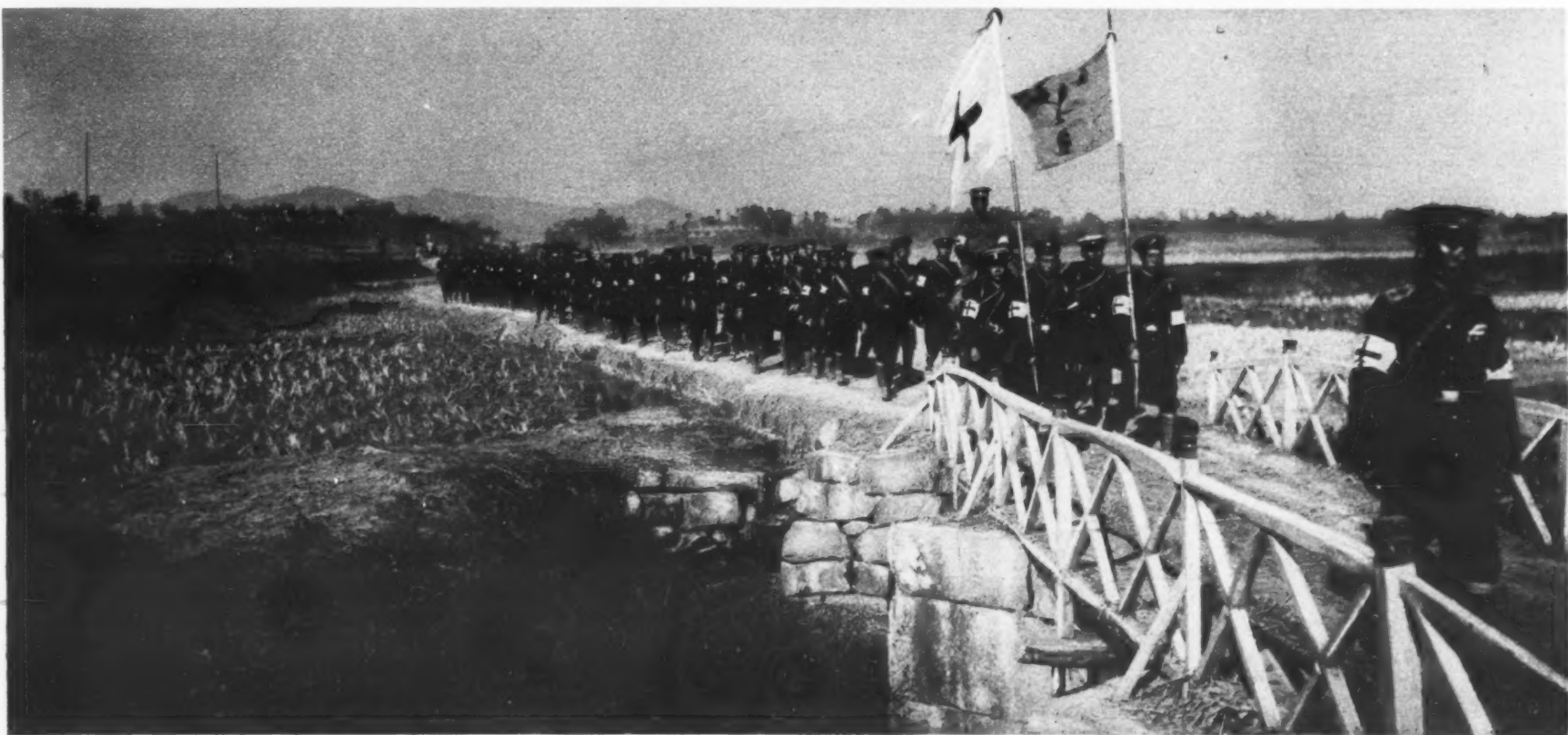
As it is—as Japan has seen fit to take advantage of the burden borne by her ally, Great Britain, and by her ally's allies, France and Russia, and to wrest from docile China concessions to the detriment of the Oriental interests of these Powers in the future—Japan can hardly hope to receive a very high position in the European concert. Particularly in this so as her manner of procedure has been that of an opportunist.

Still, the Japanese ambition to dominate in the Orient which has just been realized, at least in its incipient phases, is not a matter for surprise for those who have been awake. Its development has been marked by the same signs which marked the development of Prussian militarism for the purpose of securing colonies in the temperate zone for Germany's superfluous population and raw materials for German factories and an unhampered expansion of German trade and commerce. The denials which sought to discount one have been



CHINESE TROOPS ON A MILITARY TRANSPORT TRAIN LEAVING PEKING.

(Photo from Underwood & Underwood.)



A DETACHMENT OF THE CHINESE RED CROSS ON THE MARCH.

CHINESE DOCILITY VS. JAPANESE ENTERPRISE

as vehement and precious as those which sought to discount the other and lay all remonstrating suspicions to rest.

No fault can be found with Japanese ambitions in the abstract any more than it can be found with German ambitions in the abstract. It is the manner of attempting to realize them which is at fault, for it is not of this age. As the world goes, both are very young nations with no diplomatic traditions. Thus instead of looking around and seeing what was the custom in London, Paris, or Washington they merely sought precedents for their actions in the forgotten archives of antiquated chancelleries and appropriated the diplomacy of Mediaeval Europe. The standards of Mediaeval European diplomacy became their standards.

But they have deceived no one. Both acted like the detective in the melodrama whose identity is known to the audience from the start, and whose denials and protestations of good faith are merely funny. Still, it is within the role of the detective occasionally to surprise his audience, just as it has been within the role of Japan and Germany to catch the world napping. Most any nation could have done as much. Only, most nations have outgrown the custom of doing things in just that way.

But Japan is a very sensitive nation. The same can hardly be said of Germany. The latter pressed her diplomacy to its logical, active conclusion. The former did not. At the eleventh hour Japan—and the discovery must have been a severe shock to the vanity of a nation so young in the ways of the world—saw a great light. She suddenly

offered to restore Kiao-Chau to China, as she had promised to do in her ultimatum to Germany of last August, and then frankly expressed her willingness to submit those demands which China had found particularly humiliating to further negotiations.

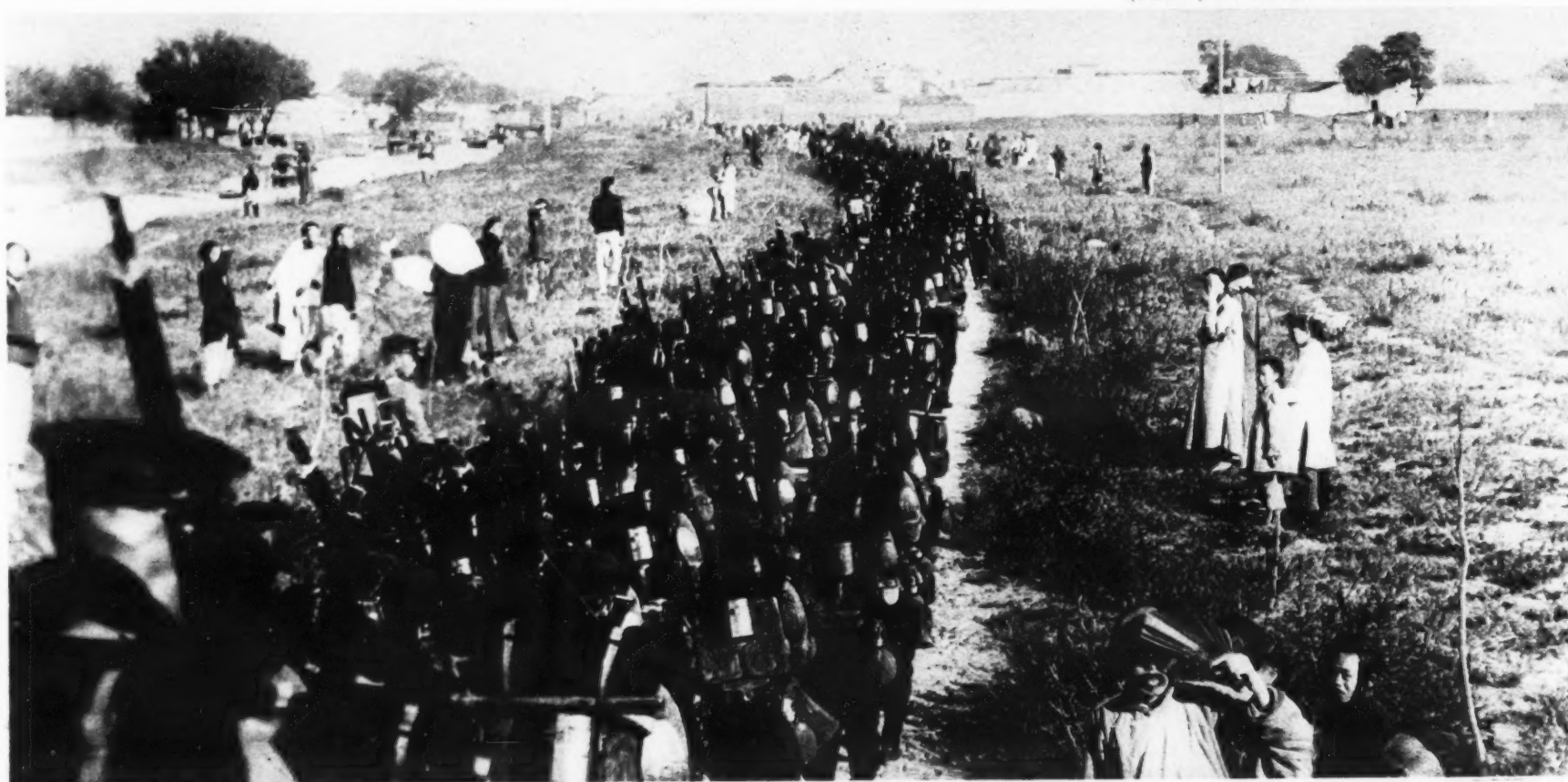
These demands are contained in what is called Group V. They provide for Japanese advisers to the Peking Government, for Japanese ownership of land in the Chinese Republic, for the employment of Japanese judges and policemen, for the sale of Japanese munitions to China and the granting of permission to build certain railways, and Japan's right to work certain mines and to propagate Buddhism in the Japanese fashion.

Yes, Japan saw at the eleventh hour a great light. She realized that her ultimatum to China savored too much of that drafted in Berlin and sent by Austria to Serbia on the 23d of last July to meet with the approval of a world whose approbation it has so long been her worthy ambition to win.

In their final form China accepted Japan's demands and the new republic of the Orient may learn much from her island neighbor while they are being put in force. She can learn the science of organization and of applying the latest things in politics, sociology, economics, and the arts and crafts to national instead of to individual profit. But Japan may also learn much from China, for the moral influence of a nation which a thousand years ago exalted the merchant, debased the soldier, and preached the benefits of universal peace cannot be ignored.



YOSHIHITO,
The Emperor of Japan.
(Photo from George Grantham Bain.)

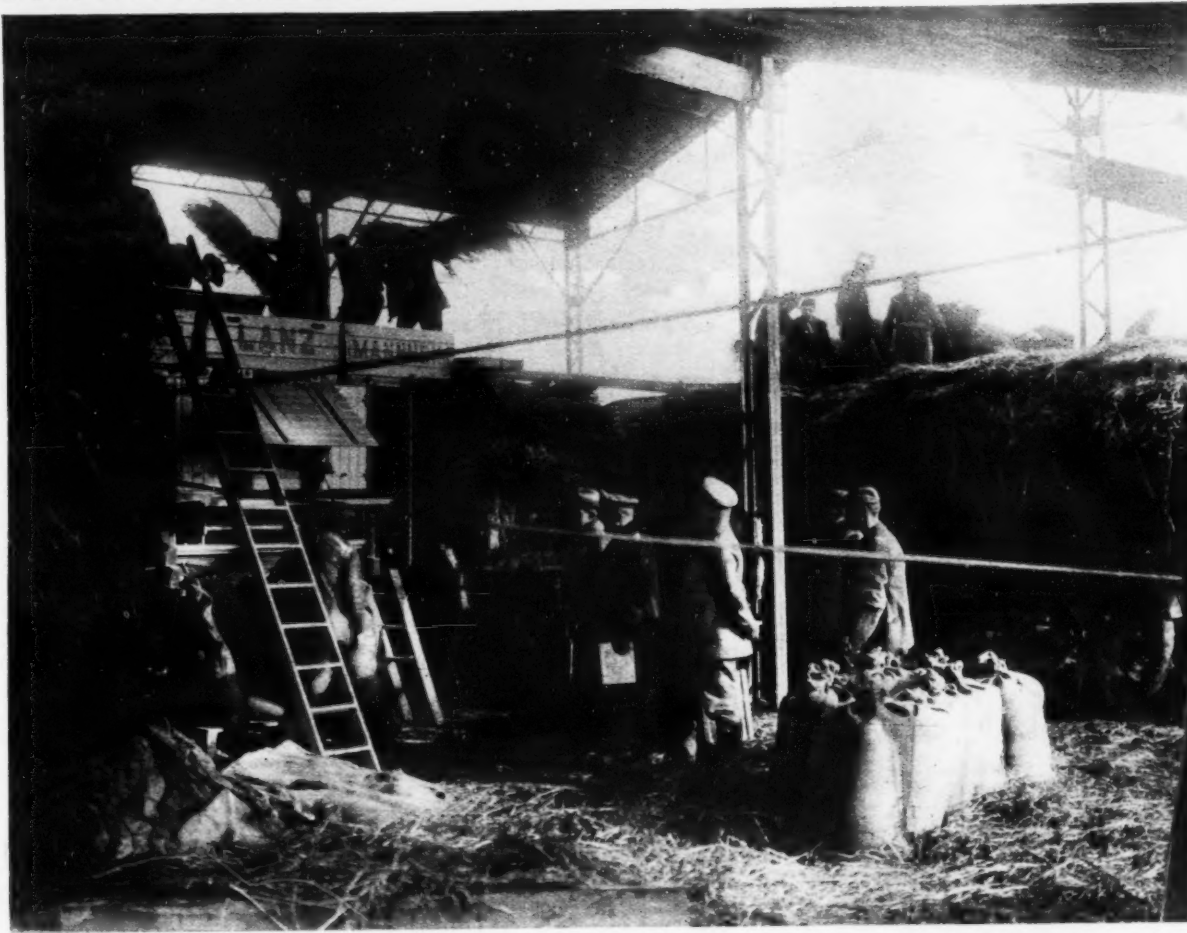


JAPANESE INFANTRY MARCHING THROUGH CHINA AFTER THE FALL OF TSING-TAO.
(Photo from Press Illustrating Co.)



A PARTY OF JAPANESE SAILORS IN LONDON VISITING THE BRITISH MUSEUM.
(Photo from Underwood & Underwood.)

SIMULTANEOUS HARVESTING AND SOWING BY THE GERMANS



THE GERMAN THRASHING MACHINES FROM MANNHEIM AT WORK IN THE FRENCH FIELDS.

IN the matter of conservation of food products, so with that of supplying the inroads made by the consumption thereof, Germany has adapted her industrial conditions to the war with remarkable facility. There are thousands of fields all over the country which have now been turned to cultivation. In some of them the harvesters are working side by side with the plowers and sowers.

In the agricultural districts near the prison camps the prisoners are being employed in the fields. In other districts, near the great fortifications, the *Landsturm*, or home defense army, is at work, all unmindful of the possibility that before the harvest can be gathered the fields may be furrowed by shrapnel or leveled by the feet of armies. Around Metz, where they have just gathered winter wheat, they are just as unmindful of the possibility of an invasion as they are around Koenigsburg, where the ground has just been broken for the sower.

Aside from the usual farm laborers, who, from age or physical disability, have not joined the colors, and the soldiers and prisoners, the army of field workers has been recruited by drafts of men from the cities—street laborers and even mechanics of various trades. For labor unions, which in times of peace control the kind and routine of one's work, have been condemned to impotence and their members handed over unresistingly to the Government.

Consequently there is little unemployment. There is, however, a much greater rise in the prices of foodstuffs than was expected—a fact attributed by the Socialist press to speculation by persons in the confidence of the Government.



A GERMAN PLOWING MACHINE USED BY THE MILITARY AGRICULTURISTS IN FRANCE.



GERMANS THRASHING AND SHIPPING WINTER WHEAT IN FRANCE FOR HOME CONSUMPTION.

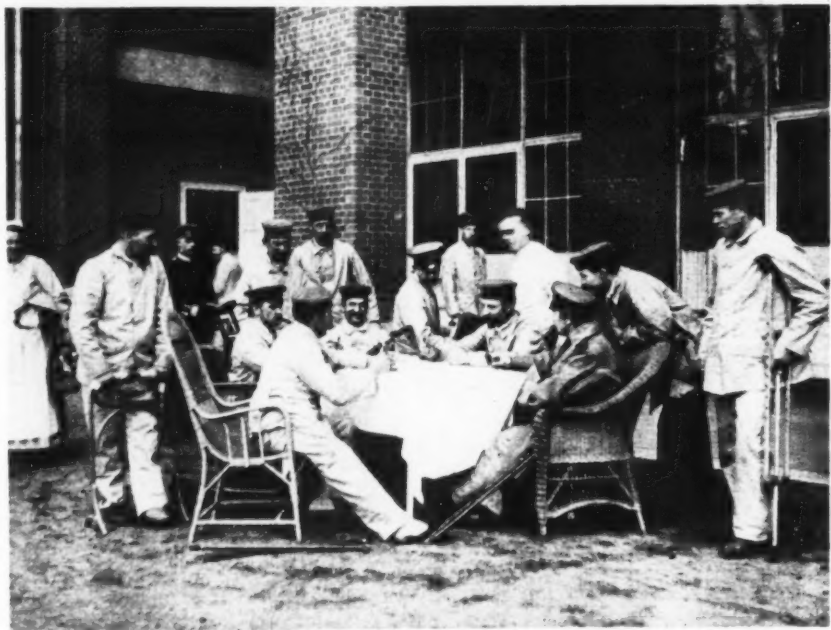
(Photos from Press Illustrating Co.)



LORD ROSEBERY Reviewing the Edinburgh Bantams.
(Photo from Paul Thompson.)



Frenchmen Decorating Their Prison Quarters at Zossen.
(Photo from Henry Ruschin.)



Music and Cards on the Terrace of a
German War Hospital.

(Photo from Medem Photo Service.)



A Railroad Bridge Over the Aisne Built
by the Germans in Twelve Hours.

The New York Times CURRENT HISTORY A MONTHLY MAGAZINE THE EUROPEAN WAR



How serious thinkers regard the thoroughness and impartiality of The New York Times Current History in its treatment of the great war is indicated in the following letter

from

Chancellor Allison

CHANCERY COURT CHAMBERS,
SEVENTH DIVISION
JOHN ALLISON, CHANCELLOR

NASHVILLE, TENN. May 3rd, 1915

The New York Times Current History,
Times Square, New York.

Gentlemen:

I have read most of Volume 1 of The New York Times Current History of the European War, December, 1914, to March, 1915.

The volume ought to be read throughout Europe and America, for it contains much matter of history, written by those who have witnessed the facts and events about which they write, or who have actual personal knowledge of them, and by some who were themselves a part of the affairs and occurrences set down.

I presume it will be, as it ought to be, translated into the tongues of all the participants in the most cruel, savage, and stupendous war of all history.

The putting together of the facts of history in their chronological order and in their proper relations and bearings at once makes the volume attractive to the reader, enabling him to take a mental grasp upon the facts and greatly aiding him to retain them in his mind.

Of course, our "war between the States" (as Alexander H. Stephens entitles it in his two volumes) was a small affair as compared with the war now raging in Europe; but if such a volume as you have given to mankind concerning the European war had been made up as to the "war between the States" it would today be simply invaluable.

Very truly yours,

John Allison

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Current History

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